



- Good morning and welcome to the *second* of seven regional listening sessions on F/V safety.

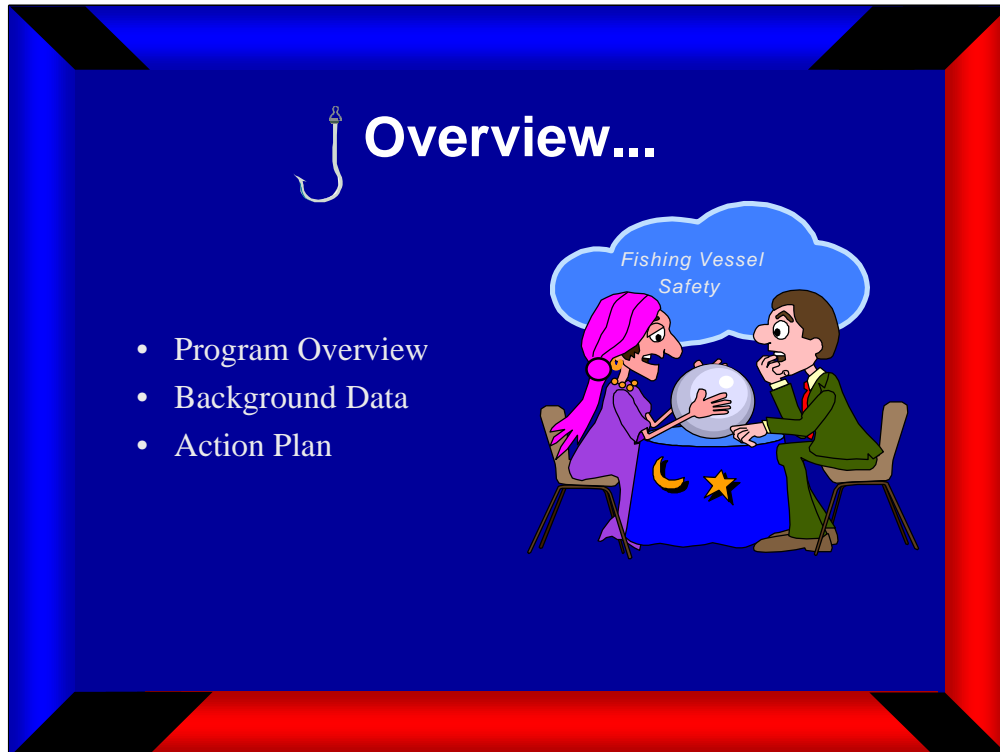
- *(Make introductions)*

- Our first listening session was held in Rockport Maine about 3 weeks ago. Other sessions are planned for Seattle, WA; Los Angeles, CA; Galveston, TX; Charleston, SC; and Norfolk, VA.

- The purpose of this session is simply to gather feedback from you (fishermen & the public) on our Plan of Action for improving safety in the fishing industry. First, we'd like to provide a briefing of about 15 minutes explaining the Action Plan and how it was developed, then we'd like to get your views regarding the Plan. After that, we'd like to present a short list of safety issues and get your views on these issues as well as any other safety related matters you feel are important.

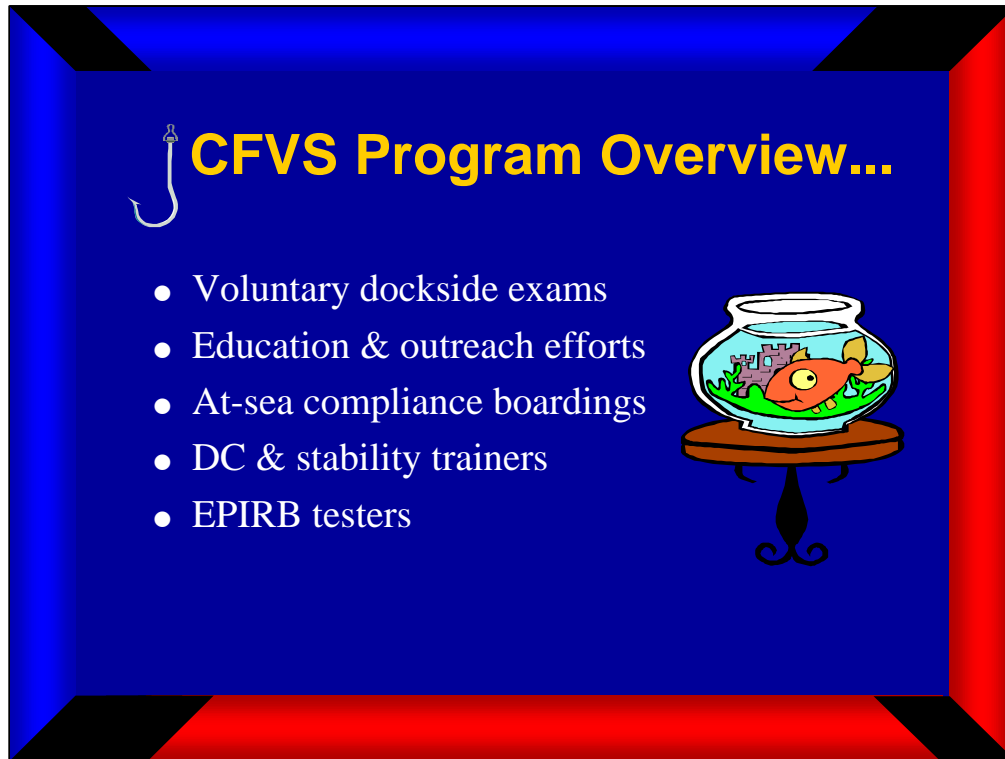
- Your comments, along with the comments of fishing industry folks in other areas of the country, will be recorded & later considered in making improvements to the Action Plan.

- We've brought with us several documents to help you better understand the purpose & scope of this listening session...*(federal register notices, 1-page information notice, 1-page survey form w/stamped envelopes, and a handout containing 6 of the 21 slides that we intend to use during this session today).*



•This presentation contains a very brief overview of the Coast Guard’s existing CFVS Program, some significant events & background data, and *most importantly* our Action Plan for improving safety & reducing deaths in the fishing industry.

•We’re confident that together with the fishing industry and the F/V Advisory Committee, we can move ahead in support of a safety plan that is both effective & balanced, and yet not overburden fishermen in the process.



•As many of you know, the thrust of the Coast Guard’s F/V Safety Program for the past 10 years has been aimed at gaining compliance w/safety regulations through *voluntary* dockside vessel exams *and* public education & awareness campaigns.

•Regulatory enforcement through the at-sea boarding of F/Vs serves to deter safety violations, and also nicely complements the CFVS Program.

•Damage control trainers & stability trainers, as well as EPIRB testers have been placed in all Coast Guard districts to provide essential “hands-on” safety training to fishermen. These devices also help us to encourage participation in the voluntary dockside exam program.

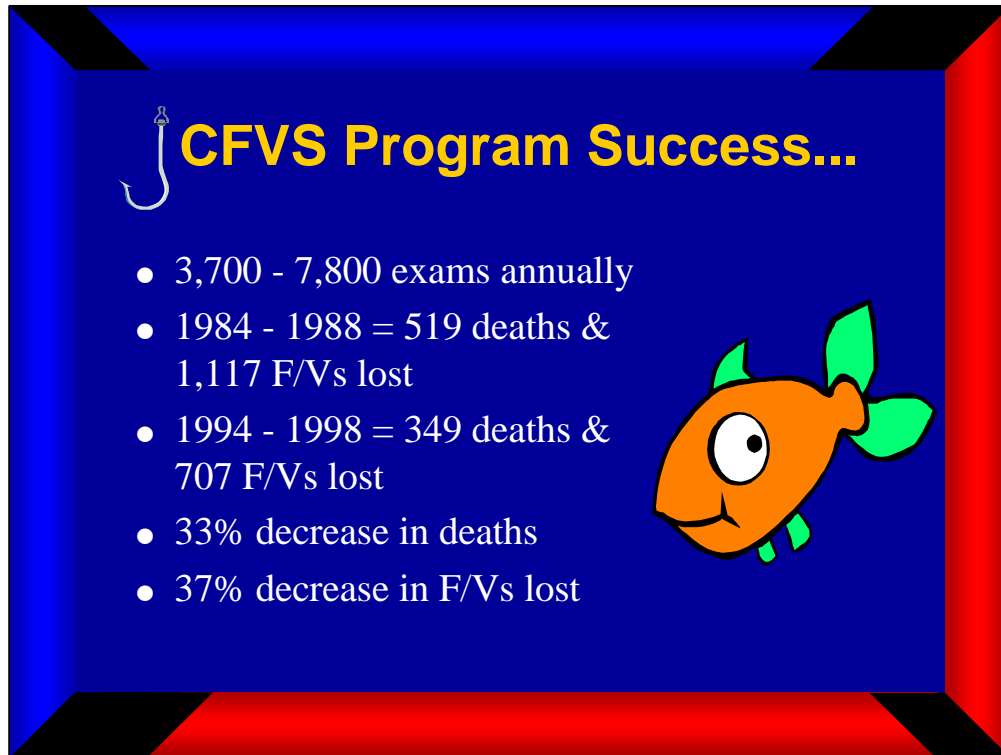
•Recently, we’ve upgraded all of our EPIRB testers nationwide to improve both the reliability of our operational tests and the reliability of your EPIRBs.

CFVS Program Goal...

- Increase the level of safety in the fishing industry so that it is no more dangerous than any other segment of the maritime community



•(State goal & indicate that we need the fishing industry's help to reach this goal).



CFVS Program Success...

- 3,700 - 7,800 exams annually
- 1984 - 1988 = 519 deaths & 1,117 F/Vs lost
- 1994 - 1998 = 349 deaths & 707 F/Vs lost
- 33% decrease in deaths
- 37% decrease in F/Vs lost

•Over the years, our efforts in support of the F/V Safety Act have met with success in reducing fishing related casualties. We've conducted between 3,700 and 7,800 F/V exams annually for the past 10 years (*explain remarkable relationship between exams and fatalities*).


•To show the real impact of the F/V Safety Program, two 5-year periods of time should be examined--one before and one after implementation of the F/V Safety Program.

•From 1984-88, 519 lives and 1,177 vessels were lost while commercial fishing, compared to 349 lives and 707 vessels lost during 1994-98.

•This represents about a 33% decrease in the number of fishing related deaths and a 37% decrease in the number of F/Vs lost. Although this decrease is certainly a success, the number of deaths & vessel losses annually remains quite high.

F/V Casualties...

- Hazardous industry
- 4 clam F/Vs w/11 lives lost
- 5 other F/Vs w/8 lives lost in 8 days
- F/V casualties unacceptable



•Despite our efforts, commercial fishing continues as one of our nation's most dangerous industries.

•In late 1998, and continuing into 1999, the fishing industry experienced an alarming number of deaths & vessel losses in a very short period of time.


•In January 99, 4 clam vessels and 1 conch vessel sank off the Eastern Coast of the U.S. w/the associated loss of 11 lives. In December 98, just a few weeks prior to the clammer casualties, 5 other F/Vs were lost in just 8 days w/the associated loss of 8 lives.

•Over the past several years, the number of annual F/V casualties & associated deaths *nationwide* has reached a plateau, or even begun an upward climb. 78 fishermen died & 147 F/Vs were lost in 1998. 86 fishermen died and 151 F/Vs were lost in 1999. So far in 2000, 16 fishermen have died & 27 F/Vs have been lost, including 3 vessel losses and 2 deaths in Alaska.

•Nevertheless, we expect that a synergistic combination of safety efforts by the fishing industry and increased CG safety efforts as outlined in our Action Plan will help serve to redirect this trend.

CG Response...

- Task Force; Evaluations; Policy Guidance; DOT Flagship Initiative Status
- CFVS Action Plan:
 1. Short-term action
 2. Long-term action



•In response to increasing casualties, we've set in motion a number of safety initiatives.

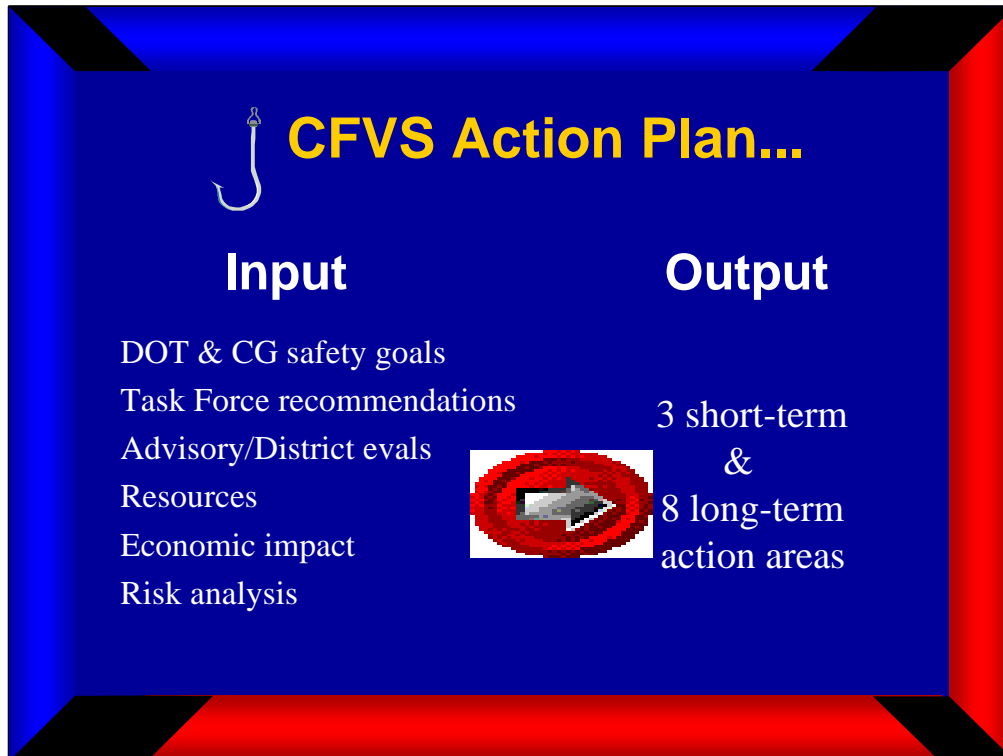
•In early 99, we convened a *Task Force* to look at ways to improve safety in the fishing industry. Task Force members included Coast Guardsmen, commercial fishermen, representatives from the insurance industry, NTSB, NMFS, & F/V Advisory Committee. The Task Force issued 59 safety recommendations in 7 different categories.

•Next, *two independent evaluations* of the 59 Task Force recommendations were conducted, one by the F/V Advisory Committee, and the other by District F/V Coordinators--two separate reports were also issued.

•In response to the Task Force report & two evaluation reports, the CG released an *immediate action message* to CG personnel to improve F/V safety under existing legislative authority. This message focused attention on three improvement areas: (1) at-sea boardings; (2) voluntary dockside exams and education & outreach efforts; and (3) training of CG personnel.

•In addition, the DOT has named CFVS as one of their 11 *Flagship Safety Initiatives (explain)*.

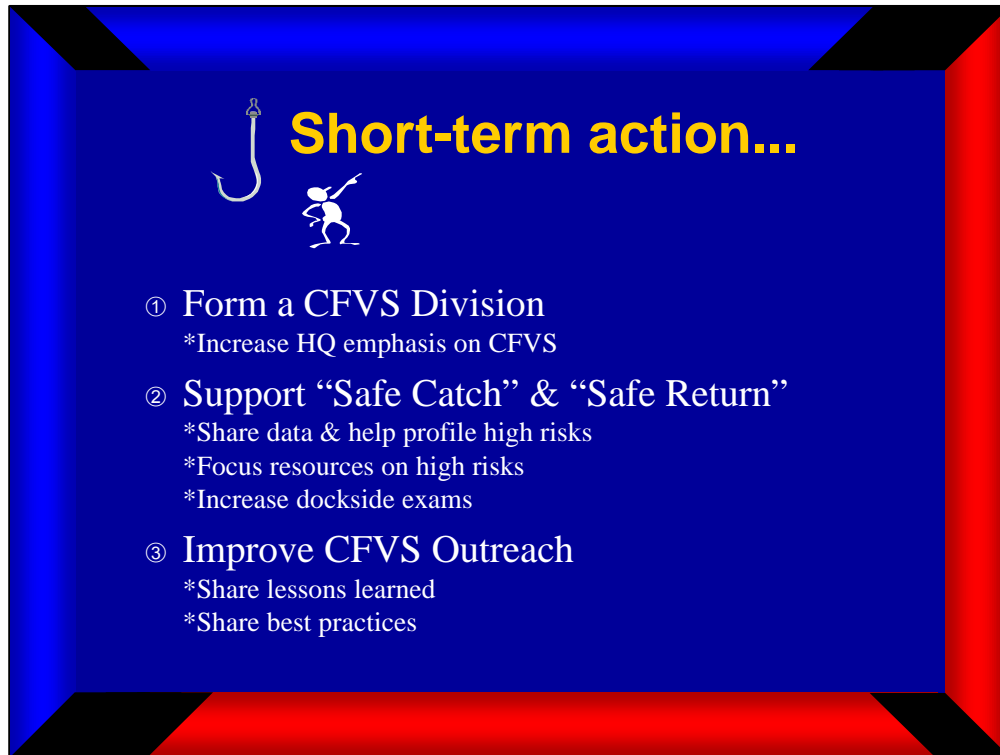
•Finally, we developed an *Action Plan* designed to further improve safety in the fishing industry. This Plan is divided into two parts: (1) short-term actions that are either nearly complete or on-going, and (2) long-term actions.



•Our Action Plan is linked to both DOT & CG safety goals and represents a consolidation of the top safety recommendations contained in the Task Force report & evaluation reports. The Plan also represents views from the fishing industry, and was developed in consideration of resources, economic impact, effectiveness, *and* risk analysis.

•In addition, the Action Plan was conceptually approved by the Coast Guard's senior staff and endorsed by the F/V Advisory Committee.

•The Plan consists of 3 short-term and 8 long-term action areas as follows.



- First, for the short-term...

- We’re in the final stage of forming a F/V Safety Division at CGHQ--this division will provide increased support *and* continuity to the F/V Safety Program. This division will also provide a much stronger emphasis on F/V safety in Washington, DC.

- As a compliment to the Action Plan, the CG has two ongoing regional safety initiatives. These are *Operation Safe Catch* on the Atlantic & Gulf Coasts and *Operation Safe Return* on the Pacific Coast & Bering Sea. These initiatives are both designed to increase voluntary exams and enhance CG opportunities to work with fishermen.

- We intend to continue our support of operations *Safe Catch* and *Safe Return* through the sharing of casualty data, by helping to profile high-risk fishing activities, and by helping to identifying ways in which to more efficiently use available resources.

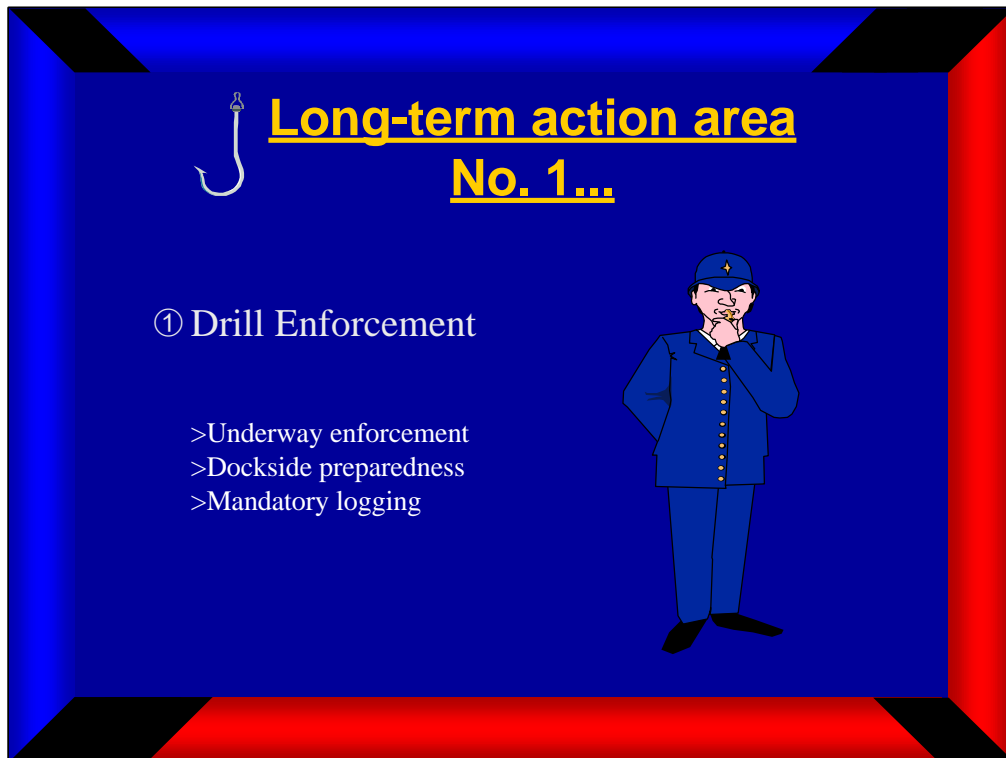
- With additional help from both the CG auxiliary and CG reserves, we’re taking additional measures to promote greater participation in F/V exams *nationwide*. We’ve taken steps to improve our outreach efforts through national initiatives that emphasize both the availability & value of voluntary dockside safety exams.

- We’ve also begun several national efforts to share “best practices” and “lessons learned” with the fishing industry. In upcoming months, you should see an increased number of safety articles in fishing trade magazines, periodicals, and newsletters.



•Over the long-term, we intend to (1) improve drill enforcement, (2) complete an existing regulatory project on F/V stability & W/T integrity, (3) improve casualty investigations & analysis, (4) improve communications, (5) coordinate fishery management w/safety, (6) consider the implementation of a mandatory vessel examination program & a mandatory safety training program, and (7) consider whether “Territorial Sea Baseline” should be substituted for “Boundary Line” or perhaps some other more consistent & more equitable reference line for application of certain existing safety requirements.

•Now, we’d like to explain each long-term action item in further detail.



- **Emergency Preparedness Drill Enforcement** is the 1st of the 8 action areas we feel will improve the level of safety in the fishing industry.

- Commercial fishermen too often die because they *are not* well versed in emergency preparedness procedures, despite existing safety regulations.

- Underway enforcement of drills, combined with drill reviews during voluntary dockside exams, were already instituted in late 1999.

- This action area, however, might also *require* the logging of *required* emergency preparedness drills. That is, the logging of drills already required to be conducted under existing regulations. We envision that this measure will serve to document, remind, & encourage crews to perform emergency response drills so they are well-prepared in the event of an actual emergency.



Long-term action area No. 2...

② Complete Regulatory Project on Stability & W/T Integrity

- >Applicable to new vessels < 79'
- >Complements F/V safety exams
- >Draft regs already developed

■ **Stability & W/T integrity on existing F/Vs?**



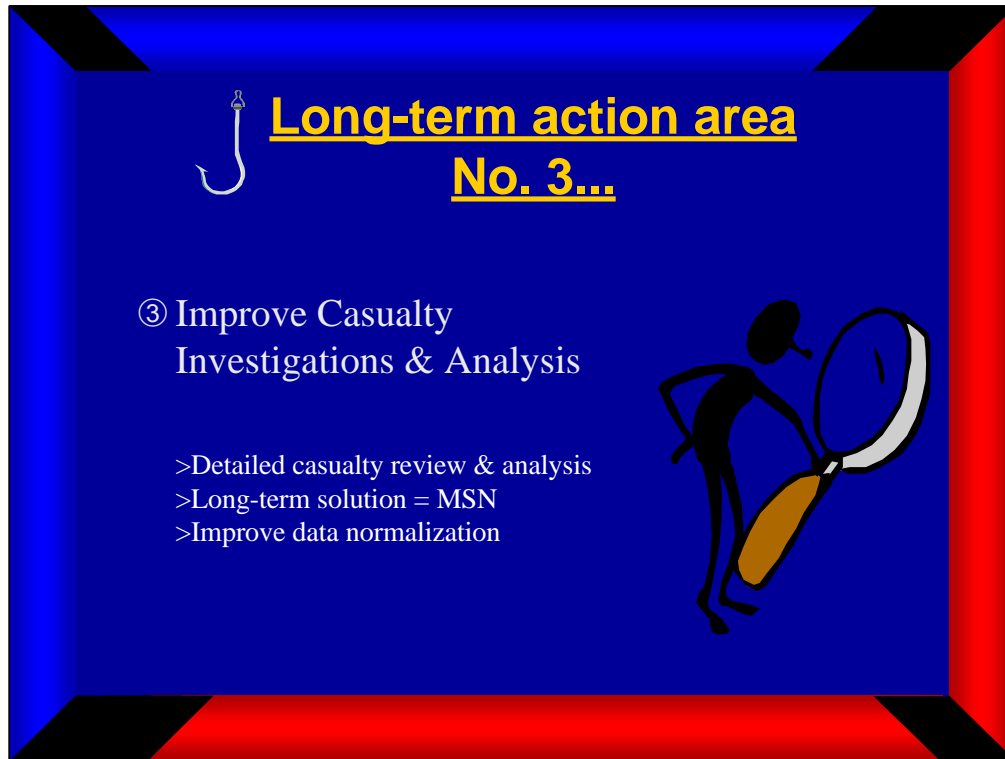
•Action Area Number 2 is to complete an existing **Regulatory Project on Stability & Watertight Integrity**.

•From 1994-1998, 343 (or 49%) of all F/Vs lost, were lost due to stability and/or W/T integrity casual factors. Also, 119 (or 33%) of all commercial fishing related deaths resulted from F/V losses involving stability and/or W/T integrity as causal factors.

•Since stability and W/T integrity regulations already exist for *new* vessels of at least 79 feet--this action area will be applicable *only* to *new* F/Vs *less* than 79 feet. The majority of F/Vs in the U.S. are less than 79 feet, and the majority of marine casualties affecting F/Vs & their crews involve these smaller vessels.

•We expect stability & W/T integrity regulations to nicely complement F/V safety exams, by addressing specific areas that have caused F/V casualties, but are not currently within the scope of regulations applicable to *new* vessels less than 79 feet. Draft stability regulations have already been developed by the F/V Advisory Committee.

Though we *do not* have legislative authority to establish stability or W/T integrity requirements for *existing* F/Vs, we plan to evaluate the feasibility of such requirements and would request authority *only if* supported by a benefit-to-cost analysis. In the interim, we've instituted efforts aimed at educating fishermen on stability & W/T integrity, including encouraging fishermen to practice "hands-on" survival techniques through the use of damage control & stability trainers. In Alaska, joint efforts by the CG & fishermen, such as Operation *Northern Safeguard* have aimed to prevent accidents through common sense strategies; for instance, verifying that crab vessels meet stability criteria at the pier, before operating in historically dangerous fisheries.



- Action Area Number 3 is to complete an initiative to **Improve Casualty Investigations and Analysis**.

- This action area is well underway. We've already conducted a detailed review & analysis of about 1,100 F/V casualty cases in an effort to identify casual factors and, in so doing, prevent similar casualties from happening in the future.

- We've taken preliminary measures in the design of a new information database to allow us to readily collect & query important casualty information, without a detailed review of individual casualty cases as is now necessary when using our current database.

- As some of you may know, the Marine Safety Network (MSN) will eventually replace the Marine Safety Information System (MSIS). The capabilities of this new database, will help us better identify the risks associated with certain variables, such as *fishery*, *operational design*, and *hull material*.

- We're also considering ways to better normalize casualty data to allow us to improve both our ability to identify relative risk and our focus on region-specific safety issues.



•Action Area Number 4 is to **Improve Communications**.

•As mentioned earlier, we’ve taken measures to better communicate “lessons learned” and “best practices” to the fishing industry & CG personnel *and*, with further help from the F/V Advisory Committee and their subcommittee on communications, we’ll certainly continue these efforts over the long-term.

•We intend to continue our efforts in providing safety newsletters and alerts and we’re in the final stage of developing a national F/V safety web page for use by both CG personnel and the fishing industry.

•In addition, we’ve developed a strong media campaign and expect to continue our efforts to increase the quality & quantity of safety-oriented information in fishing related magazines and periodicals.



Long-term action area No. 5...

⑤ Coordinate Fishery
Mgt with Safety

- >CG & NMFS partnership
- >State managed fisheries
- >Successful involvement




- Action Area Number 5 is to better **Coordinate Fishery Management with Safety**.

- As many of you well know, fishery management decisions can greatly affect the safety of fishermen. For instance, a decision to permit fishing, *only* within a short time window, influences fishermen to fish during that time period in order to make a living. This practice, although perhaps quite effective in managing fisheries, sometimes leads to marine casualties & the loss of life when the short time window coincides with poor weather conditions.

- This action area is now in-progress and will be continued over the long-term. District CFVS Coordinators *now* regularly attend fishery council meetings and provide advice on management decisions that might affect the safety of fishermen.

- Several fishery management decisions that have had a negative influence on F/V safety have been rescinded since the implementation of this action area. The Coast Guard and the NMFS are working together to foster a *safety culture* within Regional Fishery Management Councils.



Long-term action area No. 6...

⑥ Mandatory Safety Examinations

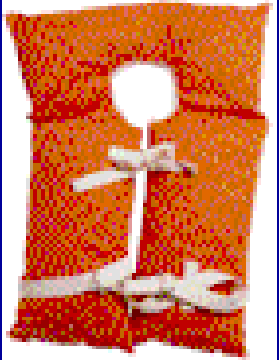
Voluntary:

- >F/V exams save lives
- >CG limited access to F/Vs

Mandatory:

- >Increase number of F/V exams
- >Similar to voluntary F/V exams

- Accomplish goal without “traditional” inspections



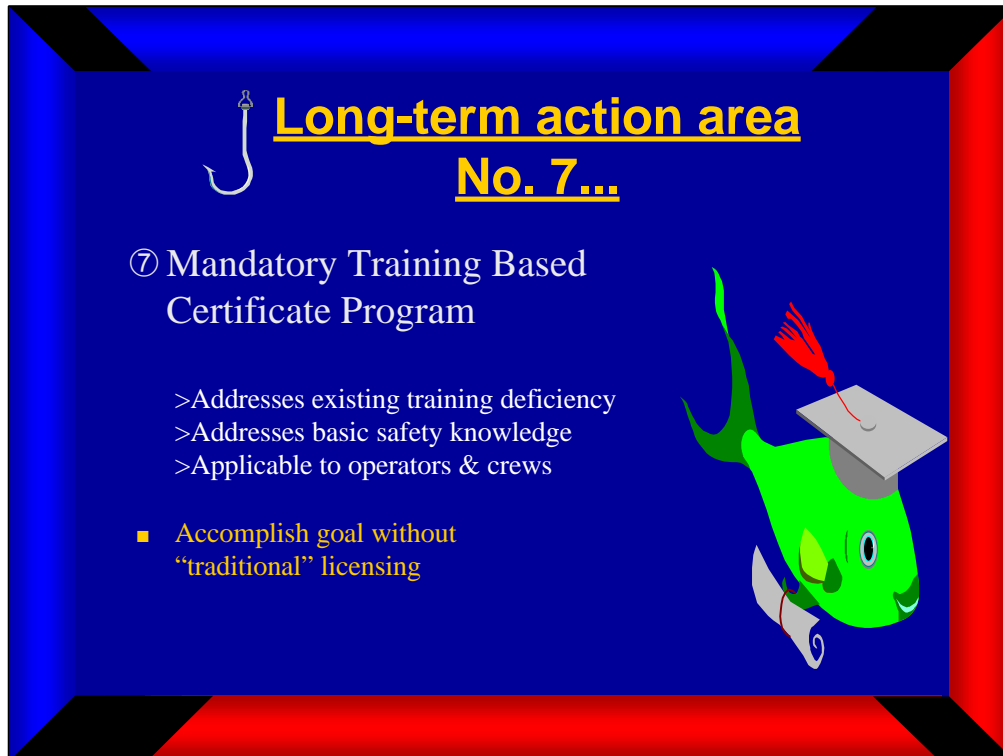
- Action Area Number 6 is for **Mandatory Fishing Vessel Safety Examinations**.

- F/V exams help save lives, but our examiners spend too much time trying to convince fishermen to allow them on board and less time actually conducting exams.

- If F/V exams were made *mandatory*, then examiners would be able to conduct a greater number of exams and evaluate the overall structural & watertight integrity of F/Vs as well.

- While not yet finalized, we envision that the scope of *mandatory* exams would be similar to our existing *voluntary* exams--that is, less intrusive and much more acceptable to fishermen than full blown vessel inspections. The details of the examination program will be developed in consultation with the F/V Advisory Committee *after* consideration of comments received during the 7 regional listening sessions.

- We believe we can accomplish our goal of increasing safety *without* implementation of a full-blown vessel inspection program *provided* we're able to ensure through an exam program that fishermen meet existing safety regulations before they put to sea.



- Action Area Number 7 is for **A Mandatory Training Based Certificate Program**.


- Based on casualty investigations, we've recognized a safety training deficiency in the fishing industry.

- Moreover, the F/V Advisory Committee, in their evaluation of the Task Force recommendations, ranked "safety training" as one of their top ten initiatives to help save fishermen's lives.

- We envision this proposed training program to be a strong paradigm/directional shift from traditional operator & crew licensing, and like mandatory vessel exams vice mandatory inspections, should be much more acceptable to most fishermen than "traditional" licensing.

- The details of this training program will be developed in consultation with the F/V Advisory Committee *only after* consideration of comments received during the 7 regional listening sessions, and will likely address the basic safety knowledge needs of F/V operators as well as their crews.


- Again, we believe we can accomplish our safety goal, *without* "implementation of a traditional" licensing program.



Long-term action area No. 8...

⑧ Substitute “Territorial Sea Baseline” for “Boundary Line”

- >New reference for safety equipment requirements
- >Existing reference varies widely throughout the U.S.



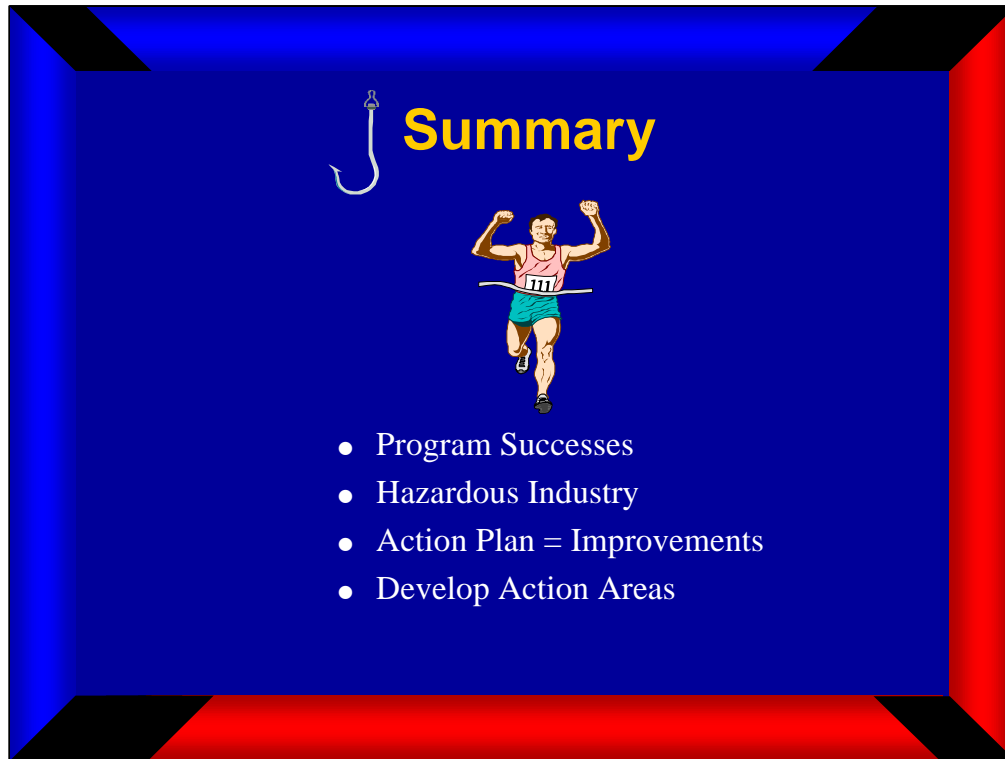
•This last Action Area is to **Substitute the “Territorial Sea Baseline” for “Boundary Line”** as a legal parameter for application of certain fishing vessel safety requirements.

•In other words, if this action area was implemented, the safety requirements contained in federal regulations now applicable to F/Vs, based in part on where they operate in relation to the Boundary Line, would instead be based on where F/Vs operate in relation to the Territorial Sea Baseline. Carriage requirements for survival craft, emergency drills, high water alarms, & communication equipment are some of the requirements that would be affected under this proposed action item.

•The location of the Boundary Line relative to the coast varies widely throughout the U.S. and may not be the best demarcation for safety equipment regulations. For instance, the Boundary Line swings out beyond 50 miles from shore in Southern California. Yet, in the Gulf of Mexico, the Boundary Line is 12 miles from shore, and in other areas of the U.S. the Boundary Line runs along the shoreline. In Alaska, however, the Boundary Line appears to follow the Territorial Sea Baseline for the most part, with the exception of Cook Inlet where the Territorial Sea Baseline is well inside of the Boundary Line.

•The Territorial Sea Baseline seems to be a more consistent reference in relation to the coastline than is the Boundary Line and might allow us to better align safety regulations with the risks associated with environmental exposure. Due to the size of Prince William Sound, we might also consider an exception to this action item by treating F/Vs operating within Prince William Sound, and yet more than 3 miles from a coast, the same as F/Vs operating beyond the Territorial Sea BL.

•Before implementing this action area, we intend to review casualty data in addition to considering comments from listening sessions to help us determine whether Territorial Sea Baseline or some



• Though we've had success in improving safety in the fishing industry through existing efforts, we've nevertheless reached a plateau--and while commercial fishing is safer than in the 1980s, it is still one of our nation's most dangerous occupations.

• Through implementation of our Action Plan, we expect to have a *significant & positive* impact on the level of safety in the fishing industry. That is, we expect to move off of the plateau we're currently on, and take a large step toward helping the fishing industry become *no more dangerous than any other segment of the maritime community*.

• We believe implementation of our Action Plan will reduce both fatalities & vessel losses--our Plan is economically acceptable, and as mentioned earlier...it has been endorsed by the F/V Advisory Committee.

• Still, several Action Plan areas must be further developed; therefore, we hope you'll take this opportunity to help us refine our Plan.



- Now we'd like to hear what you think about our Action Plan, what part(s) of the plan seem reasonable, what part(s) of the plan seem unreasonable (if any), and why?

- For those who'd prefer to provide written comments, we have feedback forms in the back; and for those who would now like to comment, we'd be delighted to hear what you have to say.

(Request that fishermen speak into the microphone for recording purposes).

(Listen and record feedback)



Specific Safety Issues...

- ① The most critical safety issues in your region.
- ② Ways the Coast Guard might better communicate with the fishing industry.
- ③ Ways the Coast Guard might assist to improve safety in the fishing industry.
- ④ Ways the fishing industry might improve its safety record without government involvement.
- ⑤ The minimum level of training that should be considered in a training based certificate program.
- ⑥ The most safety beneficial composition of a vessel examination program.
- ⑦ Whether the Territorial Sea Baseline is the best reference parameter for application of certain safety equipment carriage requirements.

(Introduce 7 specific safety issues one by one)